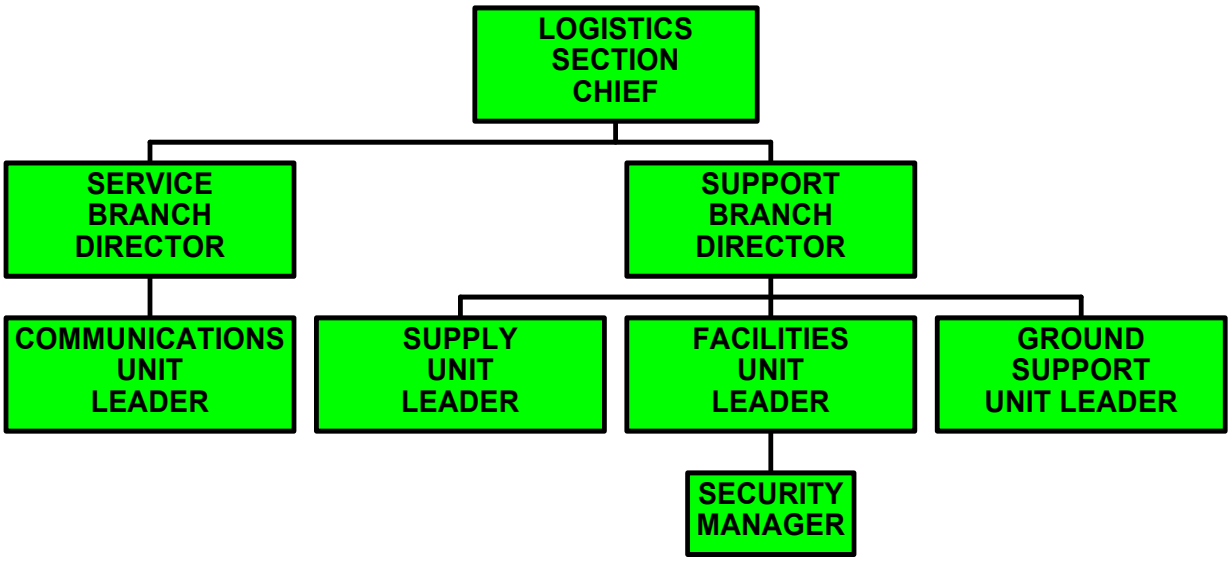
8500 Logistics

8500. 1 Logistics Section Organization

The Logistics Section is responsible for providing facilities, all services and materials needed for the incident. The Incident Commander will determine the need to establish a Logistics Section on the incident. This is usually determined by the size of the incident, complexity of support, and how long the incident may last. Once the IC determines that there is a need to establish a separate Logistics function, an individual will be assigned as the Logistics Section Chief.



As the incident evolves, the Logistics Section depicted above can be expanded or reduced in size as required.

This plan addresses the function of Logistics with the awareness of the following:

- Response agencies using this plan, use ICS as a management tool for all incidents. As a result, establishing and operating a Logistics Section sufficient to support landside incidents happens routinely.

- Responding agencies, both public and private, are often members of one or more mutual aid organizations. Some of these allow members to access large amounts of resources. California's Office of Emergency Services (OES), for example, can mobilize the entire state and provide all types of assets (pumper and aerial ladder trucks, strike teams, hazmat units, rescue units, wildland equipment, aircraft, etc.) for most incidents.

- With the awareness that the San Francisco Bay Area already has in place, very comprehensive mechanisms for resource access, the scope of the Marine Fire Fighting Contingency Plan (MFFCP) Resource Guide will be that of support. Therefore, resources included in this plan have been assembled using the following criteria:

    1. The resource is commonly used at shipboard incidents.

    2. The resource is not already included in other plans. Fire apparatus, while critical to most successful fire attacks, are available through other plans.

    3. Berthing (hotels), transportation (rental cars), while critical to any incident, are accessible via the internet or the yellow pages.

    4. Resources not readily accessible otherwise (i.e. Hoisting Equipment Afloat, Tugs & Barges, Marine Chemists, Shore Side Emergency Resource Loading Sites) are identified only in the MFCP.

8510 Roles and Responsibilities

8510.1 Logistics Sections Chief

The logistics Sections Chief, is a member of the General Staff, is responsible for providing facilities, services and material in support of the incident. The Logistics Section Chief participates in the development of the Incident Action Plan and activates and supervises Branches and units within the logistics Section.

The Logistics Section Chief and all members of the section should be thoroughly familiar with the Resource Guide found immediately after this section.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*
    -

REQUESTS FOR FEDERAL RESOURCES - All requests for federal resources or equipment should be made to the Coast Guard Captain of the Port (COTP).

STATE RESOURCES. State Office of Emergency Services resources can be requested through a local jurisdiction's Incident Commander utilizing established mutual aid procedures.

FIRE BOATS. Very few dedicated fireboats are available in the Bay Area. The availability of vessels varies according to jurisdictional coverage requirements, mutual aid agreements, and maintenance or repair conditions. See the **Resource Guide** section 8800 for a listing of waterborne resources (fireboats, tugs and barges) and COTP telephone numbers.

8510.2 Service Branch/ Director

The Service Branch Director, when activated is under the Logistics Section Chief, and is responsible for the management of all service activities at the incident. The Branch Director supervises the operation of Communication, Medical, and Food Units.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.3 Communications Unit Leader

The Communication Unit is under the Logistics Section Chief, and is primarily responsible for the development of the Communication Plan, for effective use of incident communications equipment and facilities and supervises the incident communications center.

- Should be familiar with sections 5300-5370 of this chapter
- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.4 Support Branch/ Director

The Support Branch Director, when activated, is under the Logistics Section Chief, and is responsible for development of the implementation of logistics plans in support of the IAP, including providing personnel, equipment, facilities and supplies to support the incident operations. The Branch Director supervises the operation of Supply, Facilities and Ground Support Units.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.4.1 Supply Unit / Leader

The Supply Unit Leader is primarily responsible for ordering personnel, equipment and supplies; receiving, and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.4.2 Facilities Unit / Leader

The Facility Unit Leader is primarily responsible for the layout and activation of incident facilities (e.g. Base, Camp(s) and Incident Command Post). The Facilities Unit provides sleeping and sanitation facilities for incident personnel and manages base and camp operations. Each facility (base or camp) is assigned a manager who reports to the

Facilities Unit Leader and is responsible for managing the operation of the facility. The basic functions or activities of the Base and Camp Manager are to provide security service and general maintenance. The Facility Unit Leader reports to the Support Branch Director.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.4.3 Security Unit / Manager

The Security Unit Manager is responsible to provide safeguards needed to protect personnel and property from loss or damage.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8510.4.4 Ground Support Unit / Leader

The Ground Support Unit Leader is primarily responsible for:

1) support out of service resources
2) coordination of transportation of personnel, supplies, food, and equipment,
3) fueling, service, maintenance and repair of vehicles and other ground support equipment
4) implementing the Traffic Plan for the incident.

- Review Common Responsibilities as per organizational guidance such as *USCG Incident Management Handbook COMDTPUB P3120.17*

8520 Communications (San Francisco Bay Area)

INTRODUCTION. An effective, well-coordinated communications plan must cover the areas of designated frequency, usage, interagency compatibility's, outside communications support, logistics and circuit. When dealing with multiple agencies at a marine incident, such factors must be addressed.

INTERAGENCY COMMUNICATIONS. **Interagency communications via a compatible communications network is the single most important factor in establishing a well organized operational response.** It is therefore vital that all agencies be able to communicate directly. Coast Guard operational units and local fire departments are extremely limited in being able to communicate directly at the scene. There are only two methods currently available for direct communications between the Coast Guard and local fire departments: (1) use of **White Fire** frequency on the Saber-1 portable VHF-radio, and (2) landline/cellular communications. If there is a need for additional communications support, an exchange of radio equipment may be necessary.

LANDLINE AND CELLULAR COMMUNICATIONS. Landline and cellular communications will be the primary means of interagency communications between Coast Guard and fire department resources on scene or in support of the operation. If **White Fire** is available for emergency communications, landline and cellular phones will offer an additional communications backup.

It is extremely important when relaying information through third and fourth parties by telephone that the information received is expeditiously forwarded to the appropriate agency or individual. All information received over this medium with operational significance to the units on scene should also be forwarded to the Incident Commander. Any unnecessary delays in forwarding vital information can severely degrade operational efforts on scene.

8530 Coast Guard Incident Command Communications

VHF-FM Channel 81A (157.075Mhz) is the frequency for ground communication between the Coast Guard Incident command and USCG units on-scene. It is also the secondary frequency for communication between the Unified Command and on-scene units from OSPR, U.S. Fish & Wildlife, local agencies, and Pacific Affiliates.

COAST GUARD RADIO FREQUENCIES. These are assigned by the FCC. Frequencies currently used by MSO are in the marine band. Different radio frequencies are used by USCG units in the COTP Zone, but MSO doesn't have the capability to monitor or use these frequencies. USCG Groups and Air Stations use their own frequencies when prosecuting cases for MSO and usually pass their information on channel 81A, by phone or by hard copy message.

See Figure 8500-C for further information.

Figure 8500-C

VHF–FM	Freq.	Use	Remarks
6	156.3	Safety Freq.	Also Gru San Fran Secondary Public Liaison
12	156.6	Intership safety	Also VTS San Fran Offshore Sector
13	156.65	Bridge to Bridge	
14	156.7	VTS San Fran Inshore Sector	
16	156.8	International Calling and Distress	Only for hailing and distress
21A	157.05	Gru San Fran Primary, Gru Humboldt Bay Secondary	
22A	157.1	USCG Only, Public Liaison, Safety Broadcasts	
23A	157.05	Sta Monterey Primary	
81A	157.075	Unified Command Primary	
83A	157.175	Group Humboldt Bay	OSPR wardens can use this freq.
CLEMAR frequency		Primary US Fish & Wildlife, OSPR & Ca. Local Govt. Primary	Ca. and Fed. Govt. only
CALCORD		Ca. Local Govt. Secondary	Ca. and Fed. Govt. only
UHF	381.8	CG Aircraft Primary	
UHF	454.0	Clean Bay Primary	Clean Bay also can assign
VHF-FM freqs			
UHF	459	Clean Bay Secondary	
WHITE FIRE	154.280	State of California	State Mutual Aid

The primary frequency for communication between the Unified Command and OSPR, U.S. Fish & Wildlife, local agencies, and Pacific Affiliates during the initial phase of the response is CLEMAR, but is expected to shift at some point to CALCORD as additional organizations join the MAC.

8530.1 U.S. Coast Guard Working Frequencies

Channel 81A (157.075Mhz): communication between U.S. Coast Guard units and other Coast Guard personnel who are part of the OSC staff.

UHF 381.8: the primary working frequency between the Unified Command and U.S. Coast Guard aircraft.

Channe21A: primary working/SAR frequency of Group Humboldt Bay.

Channe83A: primary working/SAR frequency of Group Humboldt Bay.

Channel 16 - (156.8Mhz) Designated under international convention for use for ship-to-ship and ship-to-shore hailing and distress in international waters. ALL users are required to use channel 16 for only these purposes and then switch to other channels for subsequent communications. Oil spill response is no exception.

Channel 13 - (156.65Mhz) Designated bridge-to-bridge hailing and navigation safety frequency in inland and offshore waters. It may be used only to establish contact and make arrangements between vessels in crossing, meeting, or overtaking situations in accordance with the International or Inland Navigation Rules.

Safety Frequency: Ch. 06 (156.3Mhz) is designated as the frequency which may be used by all parties for communication on matters involving human health and safety. FCC regulations require all vessels equipped with VHF-FM capability to have this channel. As there is expected to be little other traffic on this channel during an oil spill response, this should be monitored by all involved units that have this channel available, and regarded as a tertiary channel for the response.

8530.2 CA Office of Oil Spill Prevention and Response (OSPR) Working Frequency

In central and northern California, OSPR wardens' and biologists' working frequencies are 159.435Mhz(Tx) and 151.415Mhz (Rx). However, OSPR wardens have handheld radios with VHF channel 83A, and this may be the best way to establish and maintain contact between them and CG first responders during the initial stages of a spill response.

8530.3 County OES and Local Government Agency Operating Frequencies

County OES's and local government agencies such as police, fire, county sheriffs, and environmental health departments have frequencies and communications systems established within their counties. It is not the intent of this plan to interfere with or change those established systems. The primary frequency during the initial response is CLEMAR, but is expected to shift at some point to CALCORD as additional

organizations join the MAC. Either frequency will be used for coordination among those agencies and between those agencies and the Unified Command.

8530.4 Intra-agency and Intra-company Communications

It is expected that each government agency and private company involved in the response operation will continue to use its own normal working frequency(s) for internal communication.

Alternate oil spill containment and cleanup frequencies: 47 CFR Part 90.65 designates the four primary VHF-FM frequencies and two primary UHF-FM frequencies listed below for use in oil spill containment and cleanup operations.

(1) 150.980Mhz VHF-FM*
(2) 154.585Mhz VHF-FM
(3) 158.445Mhz VHF-FM
(4) 159.480Mhz VHF-FM
(5) 454.000Mhz UHF*
(6) 459.000Mhz UHF*

8540 Coast Guard Communications Capabilities

The MSO has a Contingency Communications Kit in reserve for an oil spill response. The kit consists of a portable VHF repeater system, 2 portable VHF base stations and a cache of VHF handheld radios. The equipment in the kit will provide adequate communication capabilities for initial responders. All VHF radios are tuned to the frequencies within the marine band.

The Coast Guard has a system of high sites along the coast designed to provide VHF-FM and HF coverage of the entire coast. Coast Guard Groups Monterey, San Francisco, and Humboldt Bay all have VHF phone patch capability; therefore the MSO Command Duty Officer (CDO) should be able to communicate with any vessel within range of one of the repeaters by phone patch through Communications Area Master Station Pacific (CAMSPAC), located at Pt. Reyes, the MSO watch office could communicate on HF frequencies to a vessel offshore anywhere off the coast of California.

The Coast Guard Pacific Strike Team has a cache of programmable hand-held VHF-FM radios and a computer which can tune those radios to any desired frequency. The Strike Team also owns several portable repeaters, which can be tuned to a desired frequency and deployed wherever necessary. It also has one portable INMARSAT (satellite telephone) system.

8540.1 Pacific Strike Team Command Trailer

Pacific Strike Team also has a Communications/Mobile Command Post trailer equipped with VHF-FM radio and multiple line telephones.

8540.2 Transportable Communication Centers (TCC'S)

The TCC is a self-contained, rapidly deployable Coast Guard manned and maintained Communications Module. It can provide a full range of telecommunications capabilities to support a marine fire fighting response. Its capabilities include:

- Transmissions possible in all modes of communication in HF, VHF and UHF

- Different types of antennas for best propagation and coverage in remote and uneven terrain

- Cellular telephone (secure, non-secure, and computer/data link)

- INMARSAT (satellite telephone system); Unit satellite telephone 1-888-481-6937

- Weather fax direct from National Weather Service

One TCC is located at the Coast Guard Communications Area Master Station Pacific (CAMSPAC) at Pt. Reyes, CA in a twelve hour (B-12) recall status. It can be towed by five-ton truck or airlifted in a C-130 fixed-wing aircraft. A modified van accompanies the unit if deployed by aircraft, but the van is not well suited for towing the TCC long distances. If the unit had to be deployed far from the destination airport, a five-ton truck would be required. A team of three persons (CG Electronic Technicians and Telecommunication Specialists) accompanies the unit for maintaining the operational status; the requesting unit is to provide personnel to man the TCC. The TCC can be powered by generators (which accompany the unit) or directly connected to a power source. Fuel for the generators will be supplied by the requesting unit. The power requirements for the TCC are:

Five wire, three phase power
120/208-220/380 VAC
up to 65 HZ, 42 AMPS

Adequate space is required for the set up of the TCC, approximately 200 feet by 200 feet. The antenna setup requires this space due to the power radiating from each of the transmit antennas. This is an important consideration in the decision where to locate the unit. After arrival, it will take approximately 2 hours to get the TCC on line.

The TCC is a Pacific Area controlled asset. If it is determined that the TCC is necessary for a response, requests must be made through USCG Pacific Area and COTP.

8550 OSPR Communications Capabilities

OSPR also has a system of repeaters and high sites throughout the state. At present coastal coverage is approximately 80%. However, two portable repeaters are also available to provide coverage in remote areas and provide for a local net at a spill site. OSPR vehicles and personnel throughout the state have VHF-FM radios (150-174Mhz), and OSPR has a cache of 34 handheld "pool" radios for use by other agencies or groups assisting in spill response. The OSPR Communications Manager is Mr. Brian Groves (916-324-7994).

8560 Local Government Communications

CALCORD (VHF-FM 156.075Mhz) is the primary frequency for coordination among state and local government agencies in a multi-agency response.

STATE WHITE FIRE CHANNEL (154.280 MHz). This frequency is compatible with a number of local and state fire safety agencies. It is currently available to MSO San Francisco Bay on Saber-1 equipped portable radios only. Strict circuit discipline is mandatory in keeping the channel clear for emergency support and coordination at the scene.

Local fire and emergency medical services agencies also use frequencies within the FIRESCOPE system.

Local law enforcement agencies, county sheriffs, and the California Highway Patrol use the CLEMAR system for inter-jurisdictional coordination.

8570 Mobile Communications Staging Areas

The selected shore side staging area for multi-agency operations will be directed via land line, or on CH81A VHF-FM Coordination NET. Once a communications site has been selected, mobile communications vehicles and trailers should be located no closer than 25 feet to each other. The need for alternate or multiple staging areas and attendant communications coverage will depend on the extent of the coastal area affected by the spill.

8580 Communications Status Charts

In order for all response agencies to effectively organize communications efforts, information on communications status must be shared by all agencies at the staging area. Once mobile communications trailers are in place, and agencies have checked into CH81A, a communications status chart listing each agency's guard requirements should be prepared and updated as situations dictate. All agencies should fill in the appropriate information on a chart similar to the Communications Status Chart, the chart is in 9000 chapter. The communications status chart should also be reproduced in

paper form and distributed to all other response agencies located at the staging area. Additional updates or changes in unit status should be relayed once communication status charts have been distributed.

8590 Security Awareness

Radio communications, unless encrypted for secure transmission, are subject to electronic surveillance and monitoring by private citizens and the public media. All agencies should be security conscious before transmitting information by radio that may be considered media sensitive, proprietary, or private. Good judgement is the only rule that applies; however, public affairs representatives should be consulted for guidance in specific instances if necessary.

CIRCUIT DISCIPLINE. The following guidelines must be adhered to during a major crisis in keeping communications problems to a minimum.

- Do not deviate from assigned working frequencies unless it is for the purpose of re-establishing communications.

- Do not deviate from proper radio procedures. It is unauthorized to release names of response personnel and civilians involved in the operation, or discuss opinions over a radio circuit. All communications in the clear are monitored by civilians and the media. Information gained in that manner is subject to public dissemination.

- Limit radio traffic to essential communications only.

- Limit length of transmissions in keeping the frequency clear for emergency traffic only. Information containing lengthy operational details should be passed by alternate means whenever possible, i.e. landline communications.

COMMUNICATIONS SECURITY. Secure communications systems available to Marine Safety Office San Francisco Bay and other Coast Guard units include STU III (Secure Telephone Unit), scrambled cellular portable telephone, and data encrypted security (DES) VHF-FM radios. Use of these systems to communicate information will be at the discretion of the COTP. Generally, these systems will not be employed unless the COTP believes that information being relayed is too sensitive for public release via radio monitoring or protected communications is required to accomplish mission objectives. Consequently, at no time will Coast Guard units independently activate secure communications without obtaining permission from the COTP.

COMMUNICATIONS DIFFICULTIES. If and when communication problems arise, information as to specific problems should be passed to the local command and control platform or by alternate relay. Most communications related problems at the scene can usually be corrected by additional logistical support. In the case of an extended operation, equipment is subject to damage and loss of power from excessive use.

Continuous logistical support in the form of new radio equipment may be necessary to limit communication problems on scene.